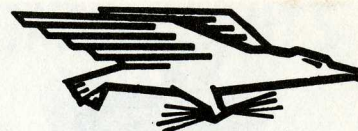


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## COAST GUARD RESERVIST

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# REAR ADMIRAL CHESTER R. BENDER APPOINTED COMMANDANT



Chester R. BENDER was born on 19 March, 1914, at Burnsville, West Virginia. He entered the U. S. Coast Guard

Academy, New London, Connecticut, with an appointment as cadet in June 1932, and was graduated and commissioned an Ensign on 8 June 1936.

With subsequent advancements, he was appointed to the rank of Lieutenant (jg), 8 June 1939; Lieutenant, 2 January 1942; Lieutenant Commander, 1 December 1942; Commander, 15 March 1944; Captain, 1 July 1958; Rear Admiral, 1 July 1964.

He served his first three years as an officer on Atlantic patrol on board the Coast Guard Cutters MENDOTA, BIBB, and OSSIPPEE, respectively. After a year of flight training, he was graduated as a Coast Guard Aviator from the Naval Air Station in Pensacola, Florida, in June 1940.

He served his first assignment as an Aviator at the Coast Guard Air Station in Elizabeth City, North Carolina, for three years. Then from June 1943 to December 1944, during World War II, has been assigned as Commander, Air Sea Rescue Squadron, at the Coast Guard Air Station in San Diego, California. During the remainder of the war, he

served in the Philippines as Air Sea Rescue Adviser and Liaison Officer with the Far East Air Forces under the Commander, Seventh Fleet. He received a Bronze Star Medal for meritorious achievement in that capacity.

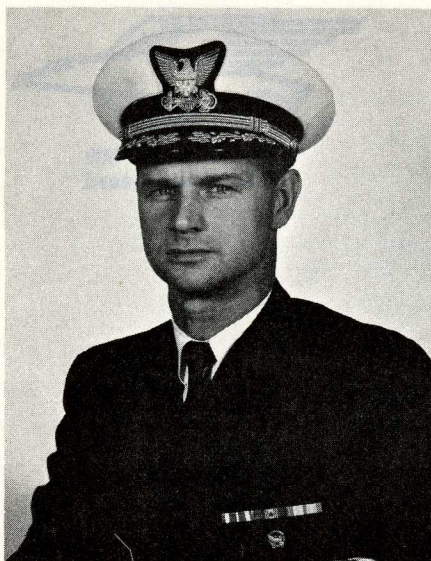
After reporting to Coast Guard Headquarters, Washington, D. C., in December 1945, he first served as Executive Officer of the Air Sea Rescue Agency until December 1946, then as Aide and Pilot to the Commandant of the Coast Guard until 1951.

He was Executive Officer of the Coast Guard Air Station at St. Petersburg, Florida, for the following three years, he commanded the Coast Guard Air Station at Traverse City, Michigan, from June 1954 to August 1955. At that time, he assumed the duty of Chief, War Plans Section at Coast Guard Headquarters.

In July 1958, he became Commanding Officer of the Coast Guard Air Detachment at Barbers Point, Hawaii. From June 1959 to June 1961, he commanded the 311-ft. ocean station vessel

See "COMMANDANT" Page 4





CDR W. P. ALLEN, Commander, Second Coast Guard District (r).

## Know Your Leader

CDR William Perry ALLEN was born in Pittsburgh, Pennsylvania on 19 November 1929. There he attended Mt. Lebanon High School through 1947. He then attended the University of Utah at Salt Lake City, Utah, and earned a B.A. in Political Science in 1952.

After brief employment with the Navy Department as a management intern in Washington, D. C., he entered the Coast Guard in November of 1952 as a SR-(OC) at Officers Candidate School, New London, Connecticut. Upon graduation as an Ensign, he became Commanding Officer of CG-83506 at St. Thomas, Virgin Islands. After 1½ years on the 83 footer, he was transferred to the CGC ANDROSCOGGIN out of Miami as Operations Officer and Navigator. In December 1955 he became Commanding Officer of the newly commissioned CGC CAPE ROMAIN, then stationed in San Diego and remained there for two years until he was transferred to the CGC PLANETREE in Honolulu as Executive Officer.

In August 1958, he received his first shore assignment since OCS as Assistant Chief, Search and Rescue Branch at the Fourteenth Coast Guard District Office, Honolulu. Two years later CDR ALLEN moved to Alameda, California, to serve as Recruit Training Officer and Administrative Assistant to the Training Officer at the Coast Guard Base. He received another shore billet three years later when he became Chief, Training Branch, Reserve Division, at the Thirteenth Coast Guard District Office in Seattle, Washington.

CDR ALLEN returned to sea in July

1965 as Commanding Officer of the CGC MAGNOLIA, Astoria, Oregon.

In August 1967, CDR ALLEN moved to St. Louis, Missouri, where he assumed his duties as Chief, Reserve Division, at the Second Coast Guard District. He lives in St. Louis, with his wife, Donna, and their five children.

CDR ALLEN currently has orders which will return him to sea when he reports to Kodiak, Alaska, as Commanding officer of CGC STORIS.

## COAST GUARD HISTORY CORNER

April 15th is a significant date in history for the Coast Guard. It was early on that date in 1912 that the RMS TITANIC went to the bottom of the North Atlantic after striking an iceberg a few hours earlier. The disaster caused the loss of 1517 lives, more than two thirds of the persons aboard the luxurious vessel on her maiden voyage.

The TITANIC was advertised as "unsinkable." This led the builder to reduce the number and size of lifeboats and other lifesaving devices aboard, thereby making room for "more useful facilities."

The loss of the TITANIC, and its passengers, might have been prevented. In the areas of design, construction, and outfitting, a little less optimism would have gone a long way. The ship was "unsinkable," so of course no abandon ship drills were held. The world's shock at the loss of the ship, with so many lives, among them many of the world's leading citizens, was overwhelming. Although many ships have been lost in collisions, never before had there been such loss of life—"something had to be done."

During the remainder of the ice season of 1912, which lasted into August, two U.S. Navy cruisers were assigned to cruise the ice area, warning shipping of the positions of icebergs.

Early in the spring of 1913 the U.S. Revenue Cutters MIAMI and SENECA based in Staten Island, New York were assigned to "guard the southeastern, southern, and southwestern limits of icebergs in the vicinity of the Grand Banks of Newfoundland and advise shipping of the extent of the iceberg threat." This patrol, lasting throughout the 1913 ice season, was the beginning of what was termed in 1914 "The International Ice Patrol." It has been conducted by the U.S. Coast Guard, with the exception of the war years of World War I and World War II, every year since 1913. Ships were used for the patrol until the

season of 1947 when aircraft were first used by the Ice Patrol for ice reconnaissance. Today, aircraft are used as the primary means of reconnaissance, although a ship is kept on standby should weather conditions preclude aircraft reconnaissance, or in the event a berg gets so far south that it cannot be kept under surveillance by aircraft. Icebergs have drifted as far south as Bermuda and the Azores. While the Ice Patrol has been in operation, no ships have been lost within its area of responsibility. There were several iceberg collisions during the World Wars including one incident during World War II in which a convoy collided with a group of bergs resulting in the damage to several ships, both from collisions with ice and with each other.

The use of radar by ships quickly proved not to be the answer. Sea water reflects the radar signal more readily than ice, hence a "small" piece of ice (maybe the size of a house) could be completely undetectable on radar. Only extreme caution and diligent seamanship can be relied upon when transiting the Grand Banks during the ice season.

Under the present method of operation, Coast Guard aircraft make reconnaissance flights over the ice area. Their reports, coupled with reports from shipping in the area, are analyzed at the Ice Patrol Office at Governors Island, New York. The Ice Patrol then disseminates the information by radio broadcast from the Coast Guard Radio Station at Argentina, Newfoundland and by teletype to other interested agencies.

The cost of the International Ice Patrol is paid by nations signatory to the SOLAS Convention of 1960, in proportion to the amount of their nation's shipping crossing the Grand Banks during the ice season. The spirit of international cooperation for common maritime safety is in evidence when we realize that the size of the countries sharing the cost of the Ice Patrol range from the United States and Great Britain to Ghana and Iceland.

### History questions:

1. Of the 50 states, how many are divided between one or more Coast Guard districts? a—32, b—15, c—10.
2. Within the present organization of Coast Guard Headquarters, which of the following staff symbols stands for Office of the Chief Medical Officer? a—H, b—D, c—K.
3. The vertical movement of a buoy tender's boom is controlled by the? a—vangs, b—cargo whip, c—topping lift.

Answers on Page 4.





Exterior view of the new NASSIF Building.

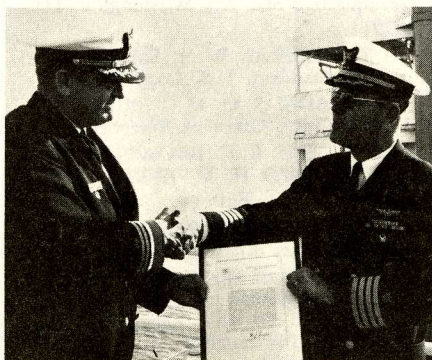
## COAST GUARD HEADQUARTERS MOVED

All Offices at Coast Guard Headquarters with the exception of portions of CDS, CAS and the Dental and Medical facilities have completed a move to the Department of Transportation's new building located in the SW section of Washington, D. C. Known as the NASSIF Building, it contains, in addition to Coast Guard Headquarters, many of the offices of the various components of the Department.

The new building is the largest government office building in Washington, exclusive of the Pentagon. It is 10 stories high and covers 5.4 acres. Although the Coast Guard will occupy only the sixth, seventh, and eighth floors, the entire building will employ 6,500 people. Included in the building are shops, banks, conference rooms, gymnasiums, etc., as well as 20 elevators.

The Office of Reserve in the NASSIF building is located on the Eighth floor. Chief, Office of Reserve occupies 8122; Reserve Staff, 8124; Reserve Administration, 8206; Reserve Programs, 8118; and Reserve Training, 8126.

The move of Coast Guard Headquarters from its previous location in the old Southern Railroad Building in central Washington brings to an end an almost 30-year period of occupancy.



The concourse at the NASSIF Building.

### CDR J. D. O'MALLEY and USCGC COURIER Receive Commendations

Recently the USCGC COURIER and her Commanding Officer, CDR J. D. O'MALLEY were decorated by the Commandant for their contribution to Reserve training. CDR O'MALLEY received the Coast Guard Commendation Medal, and the COURIER received the Coast Guard Unit Commendation. The citations were presented by CAPT J. W. KINCAID, Commanding Officer, RTC, Yorktown, Virginia, on behalf of the Commandant.

The citation for the Unit Commendation reads:

"For exceptionally meritorious service during the period 20 April 1969 to 20 September 1969 in support of Coast Guard's Reserve training mission. During this period, USCGC COURIER (WTR 410) was deployed to various ports in the First, Third and Fifth Coast Guard Districts under the operational command of the respective district commander. Despite changes to the concept of training, and while working under difficult conditions, her crew performed untiringly and provided remarkably effective and efficient preparedness of the CGC COURIER. As a result of this outstanding effort, a highly successful mobile operational training platform was provided and the organized reserve units were significantly aided in their Port Security operational training programs. Sacrificing many hours of liberty and displaying unswerving dedication, personnel of the CGC COURIER arduously worked to qualify Reserve boat crews and provided extra assistance and instruction whenever needed to enhance the Reserve Training Program. The CGC COURIER's high state of preparedness and the outstanding coordinated team efforts of her crew contributed significantly to the marked operational readiness improvement of the Reserve units trained. The initiative, diligence and unwavering devotion to duty of personnel on board the USCGC COURIER are in keeping with the highest traditions of the United States Coast Guard."

CAPT James W. KINCAID presenting the Coast Guard Commendation Medal to CDR J. D. O'MALLEY, Commanding Officer, USCGC COURIER.

## COMMANDANT'S AWARDS

The Commandant's Award winners for 1969 were recently announced by Admiral W. J. SMITH, Commandant, United States Coast Guard. The winners are ORTUPS 07-82500, Tallahassee, Florida, Commanding Officer, LCDR W. S. SONNTAG; ORTUAG 03-83226, Fort Schuyler, New York, Commanding Officer, LCDR G. T. VOGEL; and ORTUEL 05-85406, Alexandria, Virginia, Commanding Officer, LCDR K. W. CHESTER.

The Awards are judged using the same criteria as the District Awards: drill attendance, reenlistments, correspondence courses, and service-wide examinations. As in the District Award competition, there are three categories; ORTUPS, ORTUAG, and "OTHER." To be considered for the Commandant's Award, a unit must first win the District Award in its category.

In announcing the Awards, ADM SMITH said, that these accomplishments reflect the outstanding performance which these units have shown for the past year, and exemplifies the highest standards of performance for which the Coast Guard Reserve has always been known.

Each unit received a guidon streamer, and a plaque.

### Oceanology Course—1970

The popular course in Oceanology is being offered again this summer as part of the available ACDUTRA opportunities. Interested officers in the grade of Lieutenant or above having mobilization assignments afloat or ORTUPS officers who have attended the SAR course are urged to submit applications to their district commanders.

To be conducted from 3-14 August at the Marine Science Technician School, Governors Island, New York, the course will provide an orientation in one of the Coast Guard's more recent areas of responsibility. Diversified subjects such as marine biology, circulation of world oceans, wave composition and effects, and ocean geography and photography will be presented. The Governors Island location provides an excellent environment in which to conduct this course; a well-supplied facility and availability of guest speakers will complement an already professional program.

This oceanographic orientation, offered only once a year, has a maximum class size of twenty students. It is expected that student billets will be assigned by 1 July 1970.



# REVISED 1965 as Commanding PAY SCHEDULE

The following table lists the drill pay amounts for the latest military pay raise. Where a dash appears, the last amount shown for that paygrade is the maximum.

## COMMISSIONED OFFICERS

	Under 2	Over: 2	3	4	6	8	10	12	14	16	18	20	22	26
O-6	32.24	35.44	37.75	37.75	37.75	37.75	37.75	37.75	39.03	45.20	47.51	48.54	51.36	55.71
O-5	25.78	30.30	32.37	32.37	32.37	32.37	33.37	35.15	37.50	40.31	42.62	43.90	45.45	—
O-4	21.75	26.46	28.25	28.75	30.04	32.08	33.89	35.44	36.98	38.01	—	—	—	—
O-3	20.21	22.59	24.13	26.72	27.99	29.00	30.56	32.08	32.86	—	—	—	—	—
O-2	16.20	19.24	23.11	23.88	24.38	—	—	—	—	—	—	—	—	—
O-1	13.92	15.42	19.24	—	—	—	—	—	—	—	—	—	—	—

## OFFICERS WITH OVER FOUR YEARS ACTIVE ENLISTED SERVICE

O-3	26.72	27.99	29.00	30.56	32.08	33.37	—	—	—	—	—
O-2	23.88	24.38	25.15	26.46	27.49	28.25	—	—	—	—	—
O-1	19.24	20.55	21.32	22.08	22.85	23.88	—	—	—	—	—

## CHIEF WARRANT AND WARRANT OFFICERS

W-4	20.58	22.08	22.08	22.59	23.61	24.65	25.67	27.49	28.75	29.78	30.56	31.58	32.62	35.15
W-3	18.71	20.30	20.30	20.55	20.80	22.32	23.61	24.38	25.15	25.91	26.72	27.74	28.75	29.78
W-2	16.39	17.72	17.72	18.24	19.24	20.30	21.07	21.83	22.59	23.37	24.13	24.90	25.91	—
W-1	13.65	15.66	15.66	16.96	17.72	18.49	19.24	20.03	20.80	21.57	22.32	23.11	—	—

## ENLISTED PERSONNEL

E-9							23.38	23.92	24.47	25.01	25.57	26.07	27.45	30.12
E-8						19.62	20.17	20.70	21.25	21.79	22.31	22.86	24.21	26.90
E-7	12.33	14.78	15.33	15.87	16.41	16.93	17.47	18.03	18.83	19.36	19.90	20.17	21.52	24.21
E-6	10.63	12.91	13.44	13.99	14.53	15.06	15.61	16.41	16.93	17.47	17.75	—	—	—
E-5	9.18	11.31	11.85	12.37	13.18	13.72	14.26	14.78	15.06	—	—	—	—	—
E-4	7.72	9.67	10.22	11.02	11.57	—	—	—	—	—	—	—	—	—
E-3	5.59	7.79	8.33	8.88	—	—	—	—	—	—	—	—	—	—
E-2	4.61	6.45	—	—	—	—	—	—	—	—	—	—	—	—
E-1	4.44	5.90	—	—	—	—	—	—	—	—	—	—	—	—

"COMMANDANT" from Page 1  
BERING STRAIT in the Pacific. He then served for one year as Readiness and Mobilization Officer on the staff of the Commander, Western Area, in San Francisco.

At the beginning of his next (and third) tour of duty at Coast Guard Headquarters in June 1962, he served as Chief, Administrative Management Division until February 1963, and then as Chief, Program Analysis Division.

By nomination of the President and consent of the Senate, the then CAPTAIN BENDER was appointed permanent Rear Admiral to rank as such from 1 July, 1964. At that time he was assigned to duty as Commander, Ninth Coast Guard District, Cleveland, Ohio, having jurisdiction of Coast Guard activities in the Great Lakes region.

In June 1965, RADM BENDER was assigned the post of Superintendent of the U. S. Coast Guard Academy, New London, Connecticut (relieving the

then Rear Admiral Willard J. SMITH, USCG).

During the latter part of June 1967, RADM BENDER assumed a dual role of Commander, Western Area, and Commander, Twelfth Coast Guard District, San Francisco.

On 1 June 1970, Chester R. BENDER will again relieve Willard J. SMITH; this time they will both be full Admirals, and the billet will be that of Commandant.

RADM BENDER's World War II campaign service medals and ribbons include: American Area; American Defense; Asiatic-Pacific with two bronze stars for participation in the Southern Philippine and Luzon campaigns; Philippine Liberation with two bronze stars; World War II Victory. He also wears the National Defense Service Medal.

RADM BENDER and his wife, the former Annamaria R. Ryan of Sault Ste. Marie, Michigan, have one son, Mark Alan.

Answers to Coast Guard History questions: 1—b, 2—c, 3—c.

## The Coast Guard RESERVIST

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RADM J. D. McCUBBIN  
Chief, Office of Reserve  
ENS. R. C. BROWN  
CWO H. M. KERN  
Editors

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